

# Living in Saunalahti

Inhabitant perspective on the successes  
and failures of the built environment

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Opinnäytetyön tavoitteena on löytää Espoon Saunalahden alueen merkittävät imagotekijät asukkaan näkökulmasta. Tiedot asukkailta kerättiin kyselytutkimuksella kesän 2015 aikana ja kyselyyn vastasi yhteensä 104 asukasta.

Espoo on Suomen toiseksi suurin kaupunki joka asukasluku kasvaa vuosittain noin 1 %. Saunalahden alue sijaitsee länsiespoossa ja on yksi Epoon metroväylän kehityskohteista. Alue on rakentunut kohtalaisen nopeasti viimeisten vuosikymmenten aikana. Alue ei ole rakentunut vielä kokonaan ja esimerkiksi kaupalliset palvelut puuttuvat alueelta vielä lähes täysin.

Tärkeimmät imagotekijät Saunalahdessa näyttäisivät olevan asukkaiden mielestä merenrannan läheisyys, luonnonläheisyys sekä alueen hyvät yhteydet Pääkaupunkiseudun muihin keskuksiin. Asukkaat pitivät myös alueen rauhallisuudesta sekä sen lapsiystävällisestä luonteesta, koulun ja päiväkotien läheisyys korostui myös vastauksissa.

Eniten kehittämistä kaivattiin etenkin kaupallisten palveluiden saamiseksi pikaisesti alueelle, myös yhteydet alueen ulkopuolisiin ostospaikkoihin koettiin haastaviksi. Harrastusmahdollisuudet koettiin olevan kaukana poislukien lähiluonnossa tapahtuvaan viihtymiseen. Asukkaat osoittivat huolta lähiluonnon liialliseen katoamiseen rakentamisen tieltä.

Alueen viihtyisyyttä parantaisi vastaajien mukaan katuelämän elävöittäminen. Etenkin kahviloita jakivijalkakauppoja kaivattiin enemmän. Myös julkista liikennettä toivottiin kehitettävän edelleen, etenkin suorilla yhteyksillä eri kaupunkikeskuksiin.

Alueen kehittämisessä tulisi ensisijaisesti ottaa huomioon alueen käveltävyys, tämä kehitys tukisi myös palveluiden lisääntymistä alueella. Lähiluonnon merkitys asukkaille tulisi ottaa huomioon Saunalahden kehittämisessä ja virkistysalueet tulisi viimeistellä pikimmiten.



Asiasanat: Kaupunkisuunnittelu, Osallistava suunnittelu, uusi asuinalue, asuinalueen imago, rakennettu ympäristö, Saunalahti, Espoo

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## ABSTRACT

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The purpose of this thesis is to find out motives why a specific area in Espoo is selected as a living environment. The data for the survey was collected during the Summer 2015 with an online form from the inhabitants of the area. All together 104 people took part in the survey.

Espoo is the second largest city in Finland with a yearly population population growth of 1 %. Saunalahti is located in the west of Espoo, and is one of the development areas of the western extension of the metro. The area has been constructed relatively quickly during the past decade.

Most important factors in choosing Saunalahti as a living environment according to the residents of the area seem to be the location at seafront, the surrounding nature and good connections to other parts of the Metropolitan area. The peacefulness or quietness of the area and the settlement being suitable for families were valued by the inhabitants.

The most development was needed in placement of commercial services to the area, also connections to shopping facilities outside Saunalahti were considered unsatisfactory. The recreational possibilities were experienced to be too far away. The residents also reported concern to the nearby nature being demolished due to construction.

The further development of street life was seen as the most important development characteristic when making Saunalahti a more pleasant environment. Especially more street side shops and cafés were missed. Also further development of the public transportation was seen as an important factor.

The walkability of Saunalahti should be taken into account with all further development in the area, such development would also bring more services to the area. The importance of the nearby nature should be identified when developing Saunalahti. All recreational paths and parks that are still under construction should be finished as soon as possible.

Key words: Urban Planning, Public Participation, Mobility, Neighbourhood, Image of a Neighbourhood, Built Environment, Saunalahti, Espoo

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# 1 INTRODUCTION

The purpose of this thesis is to find out motives why a specific area in Espoo is selected as a living environment. The survey to answer this question was conducted during Summer 2015. The main questions were why the inhabitants of Saunalahti have chosen this specific place as a place to live, what are the best characteristics of the area and what aspects of the living environment should be enhanced to make the area even more pleasant.

Espoo is a relatively fast growing city in the Helsinki metropolitan area. The city needs new areas for living as its population grows in average 1 % yearly. Saunalahti is one of these new areas that have been constructed from the beginning during the past decades. The area is a relatively desirable neighbourhood to live in and the market value of housing is higher than on average in Espoo. The specific reasons for this are not yet surveyed. This thesis tries to find the reasons why specifically Saunalahti is chosen as a living environment. What makes Saunalahti different from other areas and what are the elements that form Saunalahti's image and uniqueness.

Saunalahti is one of the most western settlements in Espoo it is built at the seafront. The area consists mostly of housing, when the construction will be finished in the 2020's the area should inhabit about 5 000 inhabitants. The construction of the area has been relatively rapid, so the area will reflect the ideals of construction of neighbourhoods in the 2010's. The lack of streetlevel commercial premises is visible and will have an influence on the vitality of street life in Saunalahti. The area has its own school which is centrally located and relatively large in size because families with children are one of the groups that are anticipated to move to this area.

The data for this research was collected from the inhabitants of the area during Summer 2015. The idea was to get a large sample of the existing population and understand why the area was chosen in the first place as a living environment and what kind of development is needed to make the

area a success also in the future for the existing as well as possible new residents.

In this thesis first the main elements of urban development are introduced. After this the relation of these elements concerning Saunalahti are reviewed. The thesis aims to introduce some of the modern aspects and ideas on urban planning and compare how they are executed or are they relevant in case Saunalahti.

Saunalahti is located in the west of the metropolitan area, most commuters head east to the other town centres of Espoo as well as Helsinki for work. Mobility is, therefore, an important aspect of the success of Saunalahti. The public transportation in Espoo is developed mainly with a focus on the railway network. Saunalahti is located in between the local train and future metro network and because of this is also reliant of busses and cycling combined with the rail network. If this does not succeed, there is a possibility of Saunalahti to become dependent only on private vehicles.

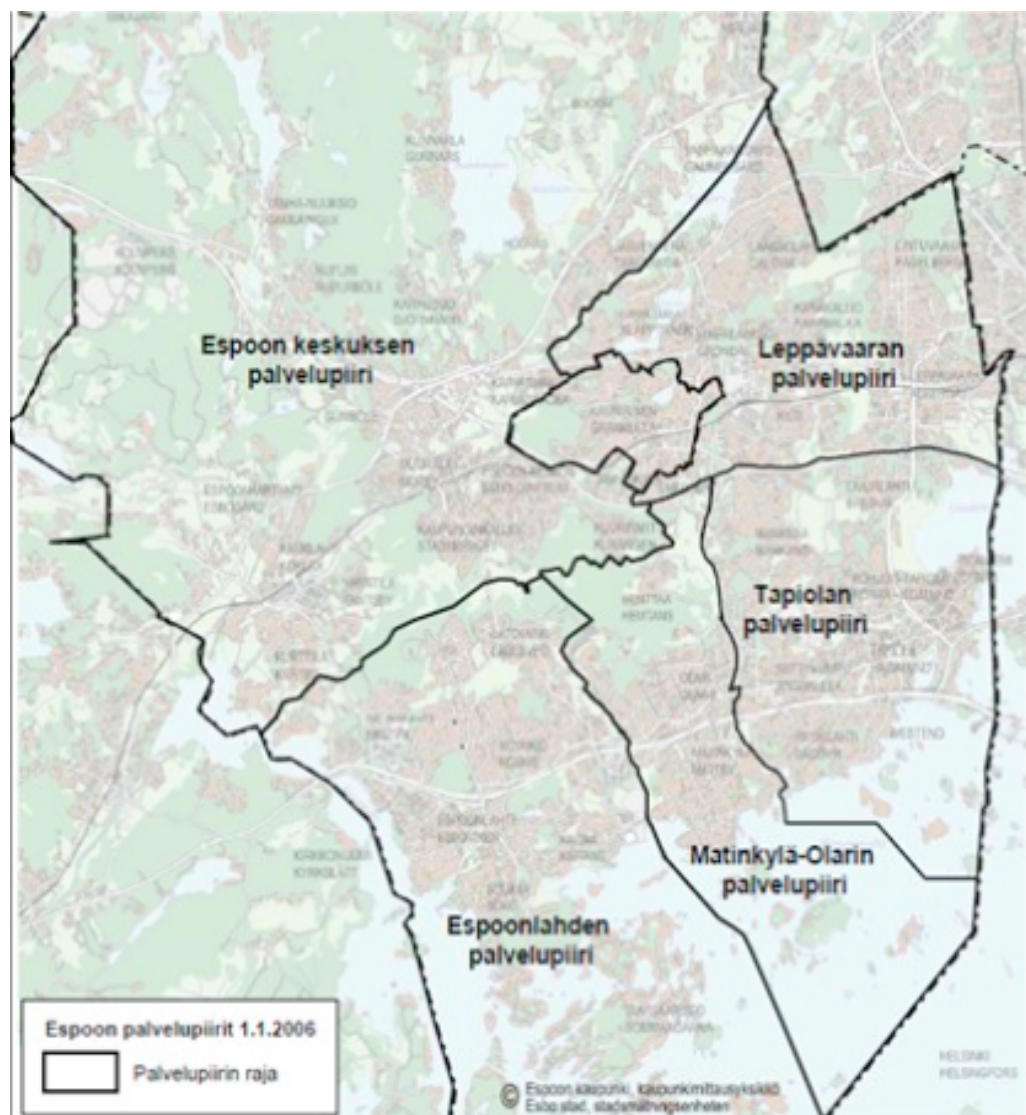
Services in the area are not yet diverse. At the time of the data collection the school and day care facilities were finished but the supermarket of the area was under construction. Bringing services to a newly built area early enough can have a big positive influence on the image of the neighbourhood also in the future. On the other hand, if there are not enough inhabitants in the area, commercial services have no chance of succeeding.

Building an image of a city or a neighbourhood is different from building an image of a company or a product. The cities and neighbourhoods cannot focus on one aspect of things like a company can focus on their core product. In Urban Development, one has to compare different variables and compromise between many good and needed elements. The image of a city or a neighbourhood is similar to that of a company or a product in a sense that it is how the users or inhabitants perceive the product or neighbourhood and how they talk about it that makes the image, it might or might not reflect on the reality.

The area was constructed simultaneously on multiple fronts. This has caused some extra stress elements for the early inhabitants of the area while the construction on housing, streets and services are done at the same time. The participation of inhabitants in planning and understanding the phasing of construction is still quite rare and the potential of the participation in this area of urban planning could be useful in the future.

## 2 ESPOO CITY STRATEGY THE BASE FOR CITY PLANNING

Espoo is the second largest city in Finland with 265 500 inhabitants. It is also one of the most rapidly growing cities with yearly population growth of 2% (Espoo 2014. 1). Building new residential areas in the city enables population growth. The city is developed as a “Network City” (Image 1.), instead of one central area it has five different centres all of which has their own unique appeal, all of the five city centres can be reached by rail from the neighbouring city Helsinki (Espoo tarina kaupunginhallituksessa 2014).





## IMAGE 1. Five town centers of Espoo

### 2.1 Sustainable Espoo cross-administrative program

As a part of Espoo's strategic work the mayor updated the values of the city in 2013. The idea was to modernize and clarify the messages the city is communicating to its inhabitants. The core values are; Espoo is resident and customer-oriented, Espoo is responsible forerunner and Espoo is fair. These values are implemented in the everyday life of the civil servants by five cross- administrative programs. The programs are vitality for the elderly, vitality for the youth, competitive, innovative and entrepreneurial Espoo, Sustainable Development and participation of inhabitants. (Espoo tarina 2014)

The Sustainable Development program is divided in five goals: Sustainable services, lifelong learning, cooperation between the city organisation and non-governmental organisations, sustainable lifestyle as a part of Espoo's image and Fair trade city Espoo. All of these goals have specific targets, named responsible implementers and partners and set timetables. (Espoo kestäväkehityksen hyötytavoitteiden taulukko 2014)

#### 2.1.1 Sustainable services

The City of Espoo establishes a sustainability gate- keeper project where it identifies approximately 50 employees that are in the position to bring new sustainable methods into practice. The supervisors of all units are trained in sustainability issues. The responsible implementers of sustainable services are from the City Development Unit and from Human Resources. Partners vary from Eco support group to outside consultants. (Espoo kestäväkehityksen hyötytavoitteiden taulukko 2014)

### 2.1.2 Cooperation between the city organisation, non governmental organisations and companies

Cooperation with non governmental organisations and companies is already a tradition in Espoo. Expanding this cooperation to sustainability issues is something new. The city plans to develop its support system to encourage events to be more sustainable in their practices. Also Espoo wants to create tools for companies to be more involved in the development of their surroundings. (Espoo kestäväkehityksen hyötytavoitteiden taulukko 2014)

### 2.1.3 Sustainable lifestyle in Espoo

"Sustainable lifestyle in Espoo" concentrates on highlighting the sustainable practices already in action. Key issue in this target is to recognize the local strengths in sustainability issues and crystallize them in an easily understandable form. The target is also to increase the sustainable ways of transportation to and the amount of sustainable food and beverage served in the events of the City of Espoo. All of the Universities in Espoo and the city itself are a part of the United Nations network of sustainable development universities. (Espoo kestäväkehityksen hyötytavoitteiden taulukko 2014)

## 2.2 Participation of inhabitants

The second focus point of the Espoo Story relevant to this study is the participation of inhabitants. The Vision of the City of Espoo is to be city of five urban centres. Espoo is a responsible and humane forerunner city. Espoo is a good place to live, learn, work in which the residents of the city can truly have an influence in the future development of the city. (Espoo 2013)

The main objectives in the cross-administrative program of inhabitant participation are Functioning decision-making, rewarding local activities, taking into account the participation of different groups and open

participation process and possibility of influencing the decision-making process. (Espoo 2013)

#### 2.2.1 Functioning decision-making

Functional decision-making in Espoo means that the process of decision-making is made to be as transparent and clear as possible. The cooperative practices are agreed with between the civil servants, inhabitants and the non-governmental organisations. Already existing practices are identified and new models of cooperation will be piloted. The possibilities of social media platforms are investigated to increase dialog between the city organisation and the residents. (Osallistuva Espoo kehitysohjelman perusesittely 2013)

#### 2.2.2 Rewarding local activities

Different types of local self-organised non profit events are piloted and implemented. Local activities are developed for the newly build residential areas. (Osallistuva Espoo kehitysohjelman perusesittely 2013)

#### 2.2.3 Strengthening Espoos identity

The possibilities for voluntary work of the residents are increased. All information about events in Espoo is gathered into one format. The events are then reviewed from the Espoo Story perspective and decisions are made on what kind of events the city is lacking of. (Osallistuva Espoo kehitysohjelman perusesittely 2013)

#### 2.2.4 Participation of different groups is taken into account

The group of people that need special attention in the participation proses are children. The city starts preparing a participation plan for children's participation on the city's affairs. (Osallistuva Espoo kehitysohjelman perusesittely 2013)

### 2.2.5 Possibility of influencing the decision-making

The inhabitants are introduced the opportunities to influence the decision making in a brochure that also combines the public services available. The goal to strengthen the identity of Espoo and the feeling of pride the inhabitants feel of their hometown. (Osallistuva Espoo kehitysohjelma perusesittely 2013)

### 3 AREA DEVELOPMENT IN ESPOO

Espoo received its city rights in 1972. The city is relatively new but has grown tenfold in its time as a city. The oldest modern city like structures in Espoo are in the Garden City Tapiola, from there on the city has grown into five separate urban areas: Tapiola, Leppävaara, Espoon keskus, Matinkylä and Espoonlahti. Each of the centres has its own image and profile.

The building of new housing and services in Espoo focuses on the railway network. The railway network gives the inhabitants the opportunity for sustainable mobility. In comparison to busses the railways need a lot of early investments and are therefore more likely to stay the same for longer periods of time.

There are many different area development projects in Espoo. Saunalahti in the South West of Espoo near the town centre Espoonlahti, is an ideal area for this case study because it is recently built from the beginning and has practically no old buildings and the inhabitants have mostly moved to the area in the past five to ten years.

#### 3.1 Area development in Saunalahti

The focus area in this study is Saunalahti. Saunalahti is situated in the south west of Espoo on seafront (Image 2.). There are one family houses and semidetached houses relatively close to the sea, the blocks of flats are situated closer to the commercial centre, which is at the moment under construction. The commercial centre is located somewhat more inland and also closer to the main roads leading to other town centres. The actual coast is public and the Rantaraitti pedestrian and cycling lane goes along the sea front.

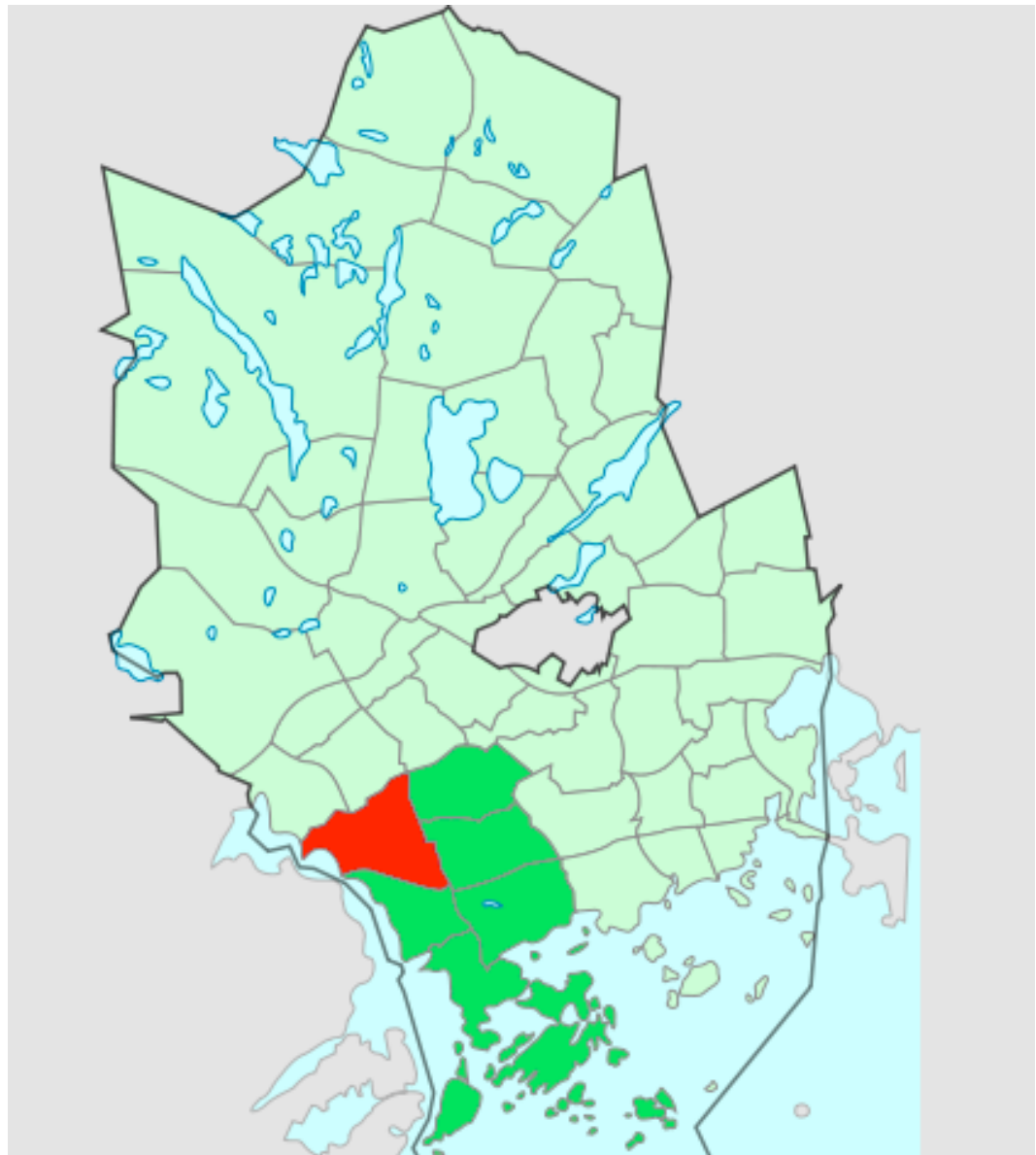


IMAGE 2. Location of Saunalahti in Espoo

The average selling price of flats and plots in Saunalahti area is slightly higher than the average in Espoo. Sale of the apartments and plots in Saunalahti has suffered somewhat from the current economical crisis of Europe since 2008. (Kallio 2008)

The oldest area of Saunalahti (Kurtinmäki) is situated separately from the newly built area. The two areas will become one after the construction of the area is finished.

The planning of Saunalahti has started in the late 1980's. It is an area by the sea in the west of Espoo. The area will house approximately 5 000 inhabitants once it is finished. The services of the area will also accommodate the inhabitants of the nearby neighbourhoods that calculate to approximately 8 000 inhabitants in total. (Kallio 2003)

### 3.2 Mobility in Espoo

In the past decade the amount of inhabitants in Espoo has grown by 17 %. The amount of daily travels has increased, but the increase between different modes of transportation has not been equally divided. The amount of journeys done during the past decade by private vehicle has increased 6 %, journeys by public transportation increased by 20 %, walking in urban areas increased 55 % and transport by bicycle between urban centres increased by 70 %. During the past decade the split between different modes of transportation, meaning the amount of distance proceeded by different modes of transportation has changed as well. Cars measures up to 55 % of all traffic in Espoo, public transportation is approximately 30 % of all traffic, walking 5 % and cycling 5 %. (Espoon liikennekatsaus 2015, 4)

Espoo is committed to the Brussels Declaration to double the amount of cycling by the year 2024 to measure up to 15 % of all transportation. The amount of cycling paths is 1195 km in Espoo in 2015, however the majority of this network is divided with pedestrian traffic. The plan to increase cycling is focused on improving the quality of cycling specific infrastructure. The amount of infrastructure designed only for cycling in Espoo will be 60 km by 2024. One of the key factors in increasing cycling is the improvement in combining cycling with public transportation. The plan is to build secure parking for bicycles near key points of public

transportation and improve the conditions of bicycle parking near shopping facilities and housing. (Karvinen 2015, 5)

Public transportation in Espoo is designed to facilitate the need of transportation to and from Helsinki as well as between the five urban centres of Espoo. The popularity of public transportation has increased during the past decade. The amount of journeys taken with public transportation has increased by 28 % during the past ten years. The focus point in developing the public transportation in the future Espoo relies on the train and metro network. The opening of the western extension of the metro in 2016 will change the public transportation so that most of the bus connections will be rerouted to the nearest metro station instead of going directly to Helsinki. (Suominen & Liukkonen 2015, 7-8)

Transportation by car has increased 11 % in the past decade. The journeys taken inside Espoo as well as from Espoo to somewhere else has increased during this period equally. (Simola, Suominen & Tetri 2015, 10)

### 3.3 Saunalahti by real estate agents

The real estate agencies have usually some main characteristics of the area described alongside the actual facts of the house that they are selling. Characteristics that differentiate the area and the estate from competition is often mentioned as well.

The most desirable characteristics of the Saunalahti area seem to be the school (Päätoimija 2015, JM Suomi 2015, TA Yhtiöt 2015, Kiinteistömaailma 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, Huom! 2015,), the seafront (Päätoimija 2015, JM Suomi 2015, Kiinteistömaailma 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, Huom! 2015, Puukka 2015) and the supermarket that is under construction (JM Suomi 2015, Kiinteistömaailma 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, Huom! 2015, West House 2015, Puukka 2015), seven out of nine companies selling estate in Saunalahti mentioned



these characteristics in their advertisement of estate in Saunalahti. The recreational possibilities (Kiinteistömaailma 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, Huom! 2015, West House 2015, Puukka 2015), transport connections (Päätoimija 2015, JM Suomi 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, West House, Puukka 2015) and day care (JM Suomi 2015, TA Yhtiöt 2015, Kiinteistömaailma 2015, Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015, Huom! 2015) are valued second most by six out of the nine companies. Nearby services are mentioned as valuable characteristics by five estate agencies (Päätoimija 2015, JM Suomi 2015, Rakennusliike Lapti 2015, Huom! 2015, West House 2015). The surrounding nature is mentioned by four agencies (JM Suomi 2015, Kiinteistömaailma 2015, West House 2015, Puukka 2015). The western extension of the metro (Asuntoasiantuntijat 2015, Rakennusliike Lapti 2015), the fact that the area is recently constructed (JM Suomi 2015, Kiinteistömaailma 2015) and the good reputation of the area (West House 2015, Puukka 2015) were all mentioned twice in the real estate agencies advertisement. The quietness or calmness was mentioned by one agency (West House 2015). (Figure 1)

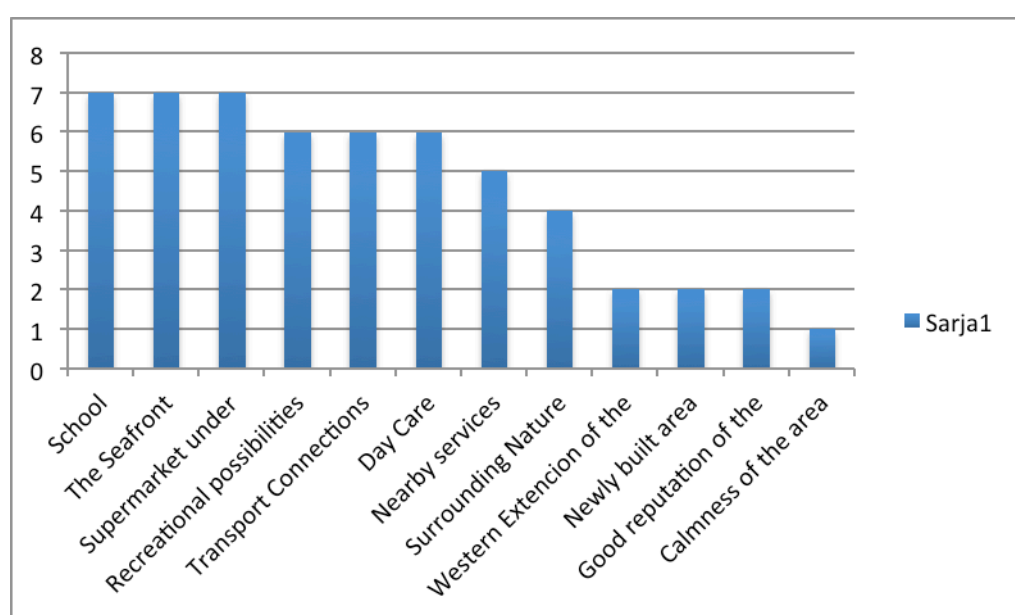


FIGURE 1. The characteristics mentioned by Real Estate Agents when selling property in Saunalahti

## 4 RESEARCH METHODS IN CASE SAUNALAHTI

The research method best suited for analysing large numbers of answers and of data collection in the chosen range was quantitative online survey. The information was collected via SurveyPal data collection system.

Quantitative research and survey was chosen as the method for collecting data for this research. Survey means a series of questions to which participants answer (Privitera 2014, 226). The purpose of the survey is to collect a large number of responses that represent a vast variety of inhabitants in the Saunalahti area.

The population studied in this survey are the present and near future inhabitants of the area Saunalahti. Also users of the area that do not live in Saunalahti are also given a possibility to answer. The limitation of answering the questionnaire is to people with access to the Internet either by computer or mobile devices.

### 4.1 Quantitative research

A survey can include roughly three different types of questions: open-ended questions, partially open-ended questions and restricted questions. Open-ended questions give the answerer full freedom to answer to the question as they please. Partially open-ended questions means that the participants are given a few possible answers but also gives one or more blank spaces in case none of the given answers suit the respondents' situation. Restricted questions only give the respondent a set of answers to choose from. (Privitera 2014, 227).

When conducting a survey it is important to keep the questions simple and short, by setting the questions as unambiguously as possible, the shorter the questionnaire is the more likely you are get complete answers. Use of neutral language is important so that the respondents do not feel offended when choosing answers. Use of the rating scale needs to be done consistently so that the respondent does not get confused with changing

scales in answers. Using the rating scales consistently throughout the survey makes answers more reliable. (Privitera 2014, 231-235)

When constructing a survey it is important to understand who are actually the units that are included in this research. The researcher needs to determine who are included and on the other hand excluded from the research. When a complete and accurate list of the whole population is not found this should be taken into account when presenting the results of the study. (Nardi 2014, 113-114)

#### 4.1.1 Reliability of the survey

Reliability of a survey means that if the same study is conducted elsewhere later on with a different observer, the results are comparable with the original study. This means that the study execution needs to be documented with detail. When documenting the steps the researcher should keep in mind that the aim of reliability is to minimize the errors and biases in the study (Yin 2014, 48-49)

The survey must be reliable for it to be considered scientific. A reliable measure is consistent and stable or repeatable across observations. When conducting a survey the following aspects of reliability should be taken into account. One way of measuring reliability of a survey is a test- retest method. This means that the same survey conducted in different time gives similar enough results. Reliability of a survey can also be measured by its internal consistency, this means that in the questionnaire there are more than one question about the same issue and the answers to these question pairs are consistent. A survey can also be interiorly reliable. In that case there more than one observer make the same conclusions about the course of events during research. (Privitera 2014, 99-102)

#### 4.1.2 Validity of the survey

Validity of a survey means that the results of the survey actually measure what they were intended to measure. Meaning that the questions were set

to answer the actual research problem. Like reliability also validity can be measured in different ways depending on the type of research. Face validity means that conclusions about cause and effect are made about what appears to be or what looks like answering the question that is set. Construct validity measures that the operational definition for a variable measures the actual variable. Criterion-related validity of a measurement measures the predictability of a specific criterion in the obtained scores, the different criteria are: predictability, concurrence, convergence and discriminant of the validity. Content validity of a measurement is the extent to which the features all the different aspects that are relevant to the survey are present in the research. (Privitera 2014, 103-106)

Case studies are often criticized for a lack of construct validity, they are accused to only emphasising the researchers prejudices. Therefore when conducting a case study, it is important to use more than one source of evidence when collecting data. The data collection should also have a clear chain of evidence and key informants before publishing should review the report. (Yin 2014, 46-47)

When conducting an explanatory case study a researcher needs to be careful with causality of events. There needs to be a certainty with cause and effect, so that the inference is done correctly. The possibility of some external factors that cause the change needs to be taken into account. (Yin 2014, 47)

#### 4.1.3 Representative group

The target group of a survey is usually very large; therefore selecting a sample of the whole group is usually the only possible way to make research on such large groups. The target population means the whole population that is under research, accessible population is a part of the target population that can be clearly identified and sampled from. When sampling from a population it is important to select the accessible group that most likely represent the whole target group. (Privitera 2014, 125)

A representative sample is a portion of the target group that represents the characteristics and variety of the target group with the variables that are known to the researcher. The representative sample can be collected either by probability sampling or nonprobability sampling. Probability sampling means that the samples from the population are selected with a method that gives all the possible members of the population an equal possibility to be selected as a sample. In nonprobability sampling samples are selected from the accessible group. This method is used when it is not possible to select individuals from the target group. (Privitera 2014, 126-127)

The target group of this survey was all the inhabitants of Saunlahti. The sample group was selected of people with access to internet, as the survey was conducted only online. Knowledge of Finnish language was also required, the survey was available only in Finnish. The sample group consist of people who are interested in developing their surroundings and who want to have an impact in the future development of the area, there were no rewards given when completing the survey. Eventhough almost all inhabitants of Espoo have access to Internet, the elderly and very young inhabitants are less likely to take part in this kind of survey. The elderly might not be as comfortable using computers and the very young would not be able to answer with out the assistance of some one literate.

#### 4.2 Excecution of the survey

Preparation of collecting data is as important as the actual data collection. When preparing a case study a number of things should be taken into account. The researcher should build the survey so that the questions are easily understandable and unambiguous. Also the researcher should remember to interpret the answers fairly. The researcher should remember to not let their own preconceptions lead the analysis of data. Staying adaptive when encountering new situations is also important and the researcher should see them as opportunities instead of threats. The

researcher should keep the issue studied clear in mind throughout the research and avoid biases and conduct the study ethically. (Yin 2014, 73)

In quantitative research it is as important to know what is surveyed as it is important to know who or what is left out (Nardi 2014, 113). When a survey is executed online, it only surveys people who have access to the Internet. If this is balanced with accidental sampling by stopping people on the street and asking to answer the questions, this only represents the opinion of people who happened to be on the spot at that particular time (Nardi 2014, 124).

#### 4.2.1 Structure of the questionnaire

The survey was structured so that it had different ways for answering the questions. The questions had open-ended items, partially open ended items and restricted items. This way of questioning is to test the same hypothesis with different questions. Different items were used to fit each question best. (Privitera 2014, 226)

Open- ended item means that the researcher did not limit the answer to the question. With this kind of questions setting the participant needs to decide the answers themselves and allows the use of imagination (Privitera 2014, 228). An example question of open- ended answer in this survey is "What are the three main motivators in choosing Saunalahti as a living environment?"

Some questions such as "What are the best characteristics of Saunalahti as a living environment" were partially open-ended items. This kind of questions setting allows participants to choose from limited options of answers but if the answers do not fit the respondents desired response it also allows the respondent to write their own alternative (Privitera 2014, 229).

Restricted items or closed-end items mean that all possible answers to the question are limited by the researcher, this includes the Licert scale in which the level of respondents' agreement with the question is rated

(Privitera 2014, 229). Restricted items are useful when asking about the amount of satisfaction to a specific factor. In this questionnaire restricted answers were in questions such as "Mobility in Saunalahti, the area is safe to cycle in" scale from I strongly agree (6) to I strongly disagree (1).

All of the above-introduced items were used in this survey. The types of questions were mixed to make the respondent alert to answering the right question. The possible answers in same kind of items were equable to make answering with similar characteristics simple for the respondent.

#### 4.2.2 Communication

Communication to the inhabitants of Saunalahti about the survey was conducted mainly online. The most important tool for communicating about the survey was the official page of the city of Espoo ([www.espoo.fi](http://www.espoo.fi)) and the official facebook page of the city of Espoo ([facebook.com/espoo](https://facebook.com/espoo)). Additionally the survey was shared on "Lisää kaupunkia Espooseen" – facebook group that focuses on urban development in Espoo. The official Twitter account of the city of Espoo also tweeted about the survey.

The inhabitants were asked to take part in the survey also via letter distributed on spot to the bulletin boards of public spaces. The bulletin boards in public spaces were selected to meet the variety of people living in the area.

The researcher also dismounted on site and talked to inhabitants and encouraged them to answer the questionnaire. The interviewing and encouraging the inhabitants to answer the questions was to balance the demographic features of the respondents to meet the diversity of the inhabitants of Saunalahti.

A lack of sufficient budget limited advertising the questionnaire to the inhabitants of the area in other forums and in media.



## 5 THE MAIN PLANNING ELEMENTS THAT INFLUENCE SATISFACTION IN THE BUILT ENVIRONMENT COMPARED WITH SAUNALAHTI

The main elements that effect all people despite their living environments are: working, shopping, eating, drinking, learning, recreating, convening, working, healing, visiting, celebrating and sleeping (Speck 2013, 87). And to execute these activities people need to move from place to place. Most of these activities are affected by urban planning and should therefore be taken into account in the early stages of the planning process.

Many times suburbs are planned only for sleeping, forgetting all the rest of the activities listed above (Speck 2013, 87).

### 5.1 Housing

Housing is probably the most important element of inhabitant satisfaction. Even though many other elements, such as recreational possibilities and mobility, also influence where people want to live, the one thing that inhabitants have most power in influencing are the living quarters.



IMAGE 3. Example of housing in Saunalahti

Historically cities have brought activities together. In the beginning of 1900's the mixed use cities were very unhealthy because of factory fumes and poor quality of housing. At the same time urban planning as a profession started to grow. The answer to the question of unhealthy environments at that time seemed simple: separate the different activities to separate places. The separation of activities has influenced how people operate all activities and housing only areas (suburbia) has become a norm of housing and development of cities. (Speck, 2013. 87-88)

Recent studies have found some interesting results in preferences of housing in Finland. Even though most of the respondents to the questionnaire about housing preferences would live in dense urban areas they do not necessarily want to be involved in the development of the area

and they do not see their living environment as their primary surrounding for social encounters. (Torvinen, 2015)

Image 3 shows a typical form of housing development in Saunalahti. The apartment buildings are surrounded with nature, are not attached to one another, do not have street level facilities for shops or cafés and are lower than eight storeys. Saunalahti is a typical suburban neighbourhood, with limited services.

## 5.2 Recreation

Outdoor life usually occurs only in neighbourhoods that are pedestrian friendly. Also the number of activities occurring in pedestrian friendly neighbourhoods is larger than in car-dominated areas. A number of studies have shown that once the quality of outdoor spaces increases also the number of outdoor activities increase. (Gehl 2008, 33-35)



IMAGE 4. Recreational path in Saunalahti

Using the public space for walking can be divided roughly to two categories. First category of walking is the inevitable walk, for example to work or school, walking to the bus stop and carrying goods to shops or bringing them to customers. This kind of walking occurs in all conditions. The other category of walking is an optional activity, when one wants to admire the scenery or enjoying the weather. The second type of walking is many times overlooked in urban planning, it is also harder to enable because it does not only need a pavement, but should include protection, security, space, furniture and visual quality. (Gehl 2010, 47-48)

Recreational activities need to be accessible and desirable for all. In recent Finnish study about recreational activity of children is sufficient only for 9% of children that are under 7 years of age, from children between 7-12 only 20% exercise sufficient amount daily. One explanatory factor for this is the increase of motorised transport and its side effects. There are simply less space for spontaneous recreational movement in peoples everyday surroundings. The increased amount of activity in sport clubs does not replace activity in everyday life, study conducted in Finland shows that children both start sports hobbies at a younger age but also stop practicing the hobby at a younger age due to "getting tired of the sport". The recreational activities should be arranged so that children and adults alike could access them independently. (Pirinen, 2015)

Image 4 shows a typical recreational route in Saunalahti. In the nature, with an easy access from housing, well maintained and quiet. The two categories of walking explained above are separated. As the second category of walking is located in the nature and outside other activities of life.



### 5.3 Public Spaces

The design of public spaces is as important or even more important than the actual location of them. People tend to sit and stand near a wall or on the edge of a space with their backs covered. The reason for this may be evolution. By standing or sitting on the edge of an area it makes it possible to observe the whole area without having to worry about something happening behind ones back. A study conducted in Denmark showed that an open spaces middle ground was only occupied after all the edges were occupied first. (Gehl 2008, 149)



IMAGE 5. Open space in Saunalahti

Most people appreciate the outdoors, long views into open space, but at the same time we need the feeling of being safe and secured. When

planning public spaces less is usually more, smaller squares are more attractive to people than large ones. (Speck 2013, 180)

Image 5 shows a public space in Saunalahti near the sea front. On the far left corner is a play ground for children. The area is easily accessible but somewhat remote from the other parts of Saunalahti excluding the neighbouring houses. The sea front is slightly visible in the far back of the picture. Figure 5 also shows the problem with accessibility to the seafront which is blocked by reed.

#### 5.4 Shopping

The density of housing has a huge influence on the possibility of shops on ground level. Cities and urban areas that have higher density of housing also usually provide a vast variety of shops on street level (Speck 2013, 182). Sky scrapers are of course not the only factor that makes street side shops possible the area has to be pedestrian friendly and also welcome cyclists (Blue 2013). This is the only way of making it possible for small shops to thrive. Car dependent neighbourhoods rarely have a lot of street level shops because of the simple reason that the speed in which cars move is too great for observing the surroundings and even if the driver spots a place where they want to stop, it is seldom they find a parking space for their car (Gehl 2008, 71).



Image 6. Construction of a Supermarket in Saunalahti

In planning of new residential areas especially near the city centre the plan should think of the process in at least two new ways. First of all when building new houses there should always be enough space allocated for small businesses or other active partners (Urban Helsinki). The more streetlevel activities there are, the more people enjoy their surroundings.

For the businesses to be successful the city structure needs to be compact enough so that the businesses have enough customers in the area. This leads to the second dilemma. The city needs to be compact enough for it to provide the needed customers to the services on the ground floor level. However it is shown that if the buildings are too tall people's spontaneous dismounting to the streetlevel is decreased dramatically (Gehl 2008, 88).

So the city needs to be compact enough with streetlevel businesses to make it lively but at the same time it needs to be low enough for the

people who live there to actually be willing to leave their homes and use the services.

Image 6 shows the construction of the supermarket in Saunalahti. The supermarket will be located in the edge of Saunalahti by the entrance way. This makes it easy for shopping on the way home if you are on the move with a car or bike. If you are dependent on public transportation, the shop is somewhat inconveniently located for most residents who live further by the sea front. The lack of street side shops is visible in Saunalahti. Almost the only place for commercial services in the area is located in the premises of the supermarket in building.

### 5.5 Mobility

When planning mobility in urban areas it is important to understand what is the main objective that is targeted. If the goal is to build vibrant urban areas it is also important to understand what elements make it possible. Jan Gehl has written already decades ago about the importance of walking surroundings in urban areas, in his studies he has found that the focus in planning transportation should be in making the walking surroundings interesting for pedestrians (Figure 7). The easiest ways to make the streets interesting for pedestrians is to have different kinds of facades and different activities on the ground level. This means that the planning should be done having the flow of pedestrian traffic in mind instead of prioritising car traffic. The physical distance that is considered walkable can vary a lot depending on quality of surroundings. When the environment is planned to be interesting for pedestrians the walked distance feels short while the same distance walked in an unprotected straight uninteresting surrounding is considered unwalkable. (Gehl 2008, 137)





Image 7. Mobility solution in Saunlahti

Urban areas that are planned for car traffic as the main mode of transportation usually expel the pedestrians. The reasons for this are quite simple. The streets that are designed for cars as a priority transport are usually wide because the cars need to have a specific amount of space to be able to move around. This makes walking usually unpleasant because of the scale in comparison to human size. (Speck 2013, 140)

Another obstacle for walking near heavily motorised surroundings is noise pollution. If the traffic makes more than 60 decibels communication becomes more difficult, this makes the decision to walk less desirable. (Gehl 2008, 167)

Transportation planning has addressed health issues mainly from traffic accident perspective, public health as part of mobility planning is a relatively new issue, but the planners have understood their part as

providing options for active transportation (Sallis, Frank, Saelens & Kraft 2003, 251). The reason for building walkable neighbourhoods is not only a matter of vibrant urban life but it can also enhance a sense of community in the area. Research shows that there is a link between urban planning that aims to lessen car dependency and the positive changes in vitality and friendliness of neighbourhoods (Bhat & Guo 2005, 507).

Studies also show that there is a causal effect between built environment and travel behaviour. Opponents to these studies argue that these studies actually show only the relationship between demographics and area. People who prefer sustainable transport methods gather in specific areas of cities that are more suitable for such transport and people who prefer driving move to other areas. (Bhat & Guo 2005, 507)

Walk Score is an American project that has found there is a connection between the price of real estate and the walkability of the area. The more walkable the area is the more expensive the real estate tends to be. The elements that make a neighbourhood walkable include seven objectives. The area needs to have a centre, it does not matter if it is a main street or a square, but it needs to be clearly recognizable. A neighbourhood needs to have enough people using it to make the businesses in the area thrive, which brings to the third objective. The area needs to welcome mixed uses and affordable housing near businesses. The area needs to have sufficient amount of parks and public places where inhabitants can meet and communicate freely. A walkable neighbourhood is designed for pedestrians as a priority, the streets are constructed in human scale, and houses near the streets and parking lots are in the back, not facing the street. Schools and working places are located so that the majority of inhabitants are able to walk their commute. The streets are designed so that all forms of transportation are included in the plan, pedestrians, cyclists, public transport and private cars. (Walk Score 2015)

Image 7 shows a typical street in Saunalahti. The street accommodates one lane per direction and a shared space for pedestrians and cyclists. The streetside has no facades but mostly vegetation and parking lots.

Typically there are no obstacles for cars to limit the speed but as is seen on the crossing the paving is built to slower the speed of cyclist in a situation where the cars (turning) are always in the position to give way all crossing pedestrians and cyclists.

## 5.6 Parking

When building residential areas the building of parking for private vehicles is one key factor. The urban areas need cars to function, but it is at the moment under debate on how much space is allocated for the cars and especially parking (Anttalainen 2015, Laitinen 2015). The cost of building one parking space varies between 1 000-30 000 euros depending on where and how it is built. The most inexpensive method is to build the parking spaces on ground level and the most expensive method is to excavate the bedrock to build a parking hall underground. Maintenance of parking spaces is also dependent on how the parking is built in the first place. The monthly maintenance cost varies between 15 and 40 euros per parking space. (Multamäki & Taskinen 2007, 31)



IMAGE 8. Parking lot in Saunalahti

The most inexpensive method of building parking spaces is ground level parking. This is usually executed between houses or in court yards, the down side to this is that it takes a relatively big amount of space that could be used for recreation, playground or some other activity that could benefit a variety of inhabitants. (Multamäki & Taskinen 2007, 31)

Ground level parking lots break the structure of the urban facade. The spaces between buildings that are marked for cars only excludes all other activities from that specific area and usually makes the surroundings of the lot unattractive to other activities as well. (Speck 2013, 177)

In the recent years the cost of "parking space norm", the regulated amount of parking spaces that need to be constructed compared with new housing development, has caused a lot of debate in the capital region as well as in Espoo (Kivekäs 2012, Louhelainen 2013, Soininvaara 2012). The problem

is that at the moment the system drives the constructor to include the cost of parking to the price of the flat instead of separating the price of the flat and the parking space, this practice is somewhat discriminative to the households that do not own a car (or more) because they too have to pay for the building of their neighbours parkingspace (Louhelainen 2013).

The practice that the building of parking is included in the selling price of flats is one of the factors that cause the high price of housing in the area. The This system has led the people to believe that the price of parking is lower than it actually is and made people reluctant to pay for the parking of their cars. The usual practice in central areas is to charge the user of the parking space only for the maintenance of parking and transfer the cost of construction to the price of housing. (Kivekäs 2012)

Image 8 shows a street level parking space in Saunalahti. The parking is commonly built to the front yard on street side. This makes it easy for the drivers to have access to the street as well as making it easy to maintain the area. On the walkability point of view, this is not an ideal solution. The parking space gives no shelter for pedestrians for wind or rain and the parking lot makes an uninteresting surrounding for walking.



## 6 THE QUESTIONS SETTING

This chapter focuses on the setting of questions for the residents of Saunalahti. The focus is in finding the motives to move to an unfinished area that has no clear image yet. The questionnaire also tries to find out which parts of the development are making the surrounding pleasant for the inhabitants and which aspects are not so successful.

The motives in conducting the survey are explained to the respondent on the first page (Image 9). It names the nine main categories of the questions to be about (1) the demographic features of the respondent, (2) the reasons why people choose to move to Saunalahti, (3) the successes and (4) failures in building the area, (5) services, shopping and recreational activities in the area, (6) mobility in Saunalahti, (7) parking in the area, (8) success of phasing the construction of the area and (9) wishes of the inhabitants about the future development of Saunalahti. The first page of the questionnaire estimates the duration of answering the questionnaire to be about 10 to 20 minutes.

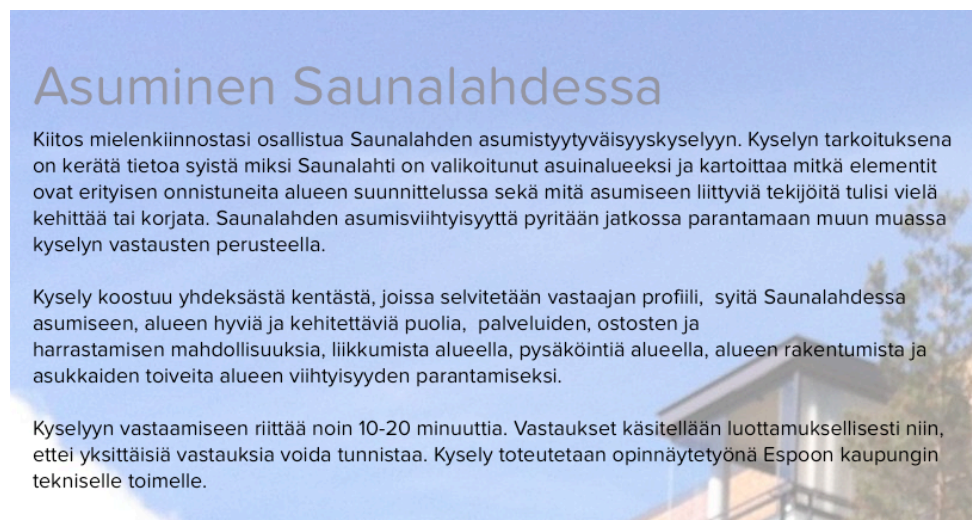


IMAGE 9. Introduction to the survey

## 6.1 Demographics of the respondent

The respondents are asked about the following demographic features (Image 10): Does the respondent live in Saunalahti (yes/no), gender of the respondent (female/male), age of the respondent (from age 7 to over 91), the number of people living in the same household (from 1 to 11 or more), the number of minors in the household (from 0 to 10 or more).

The respondents are asked about their current status of employment, the possible answers are: employee, retired, student, in school, unemployed, and leave of absence from work or entrepreneur.

The respondents are asked about the form of their housing (block of flats, semi detached house or one family house) and about the ownership of housing (housing owned by the respondent, right of occupancy, rented or subsidised rent) and if the house was newly built when moving in.

Demografiset tekijät

Asun Saunalahdessa

☐ Kyllä

☐ En

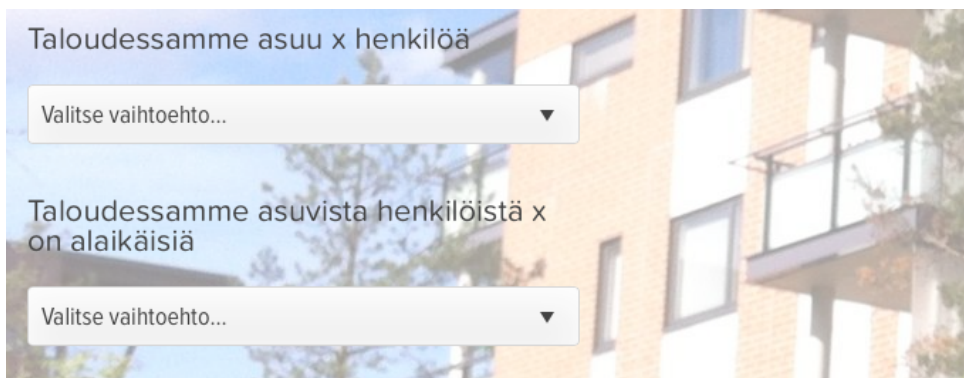
Sukupuoli

☐ Nainen

☐ Mies

Ikä

Valitse vaihtoehto...

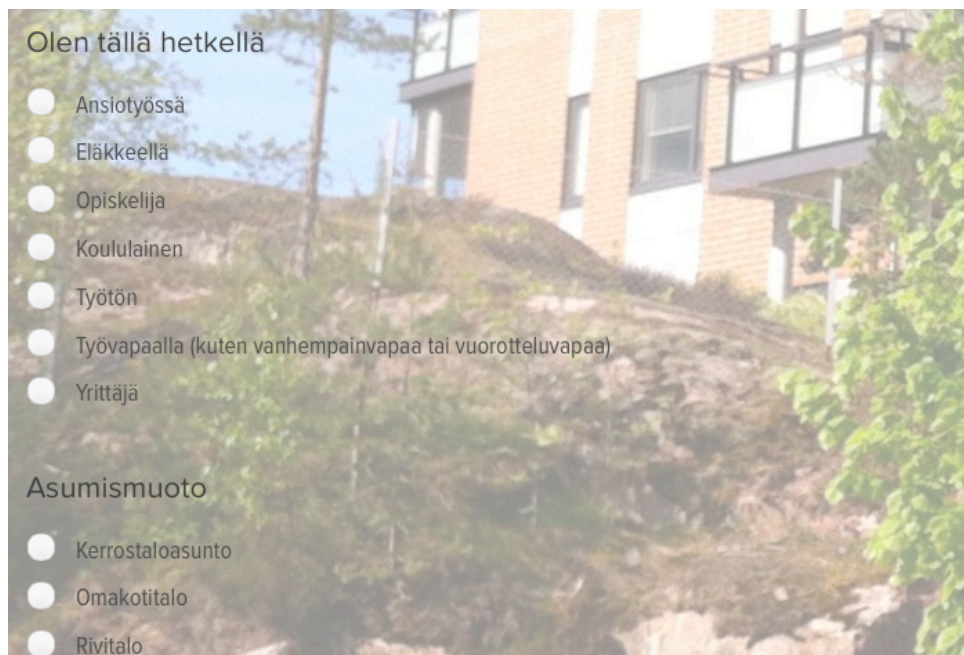


Taloudessamme asuu x henkilöä

Valitse vaihtoehto... ▼

Taloudessamme asuvista henkilöistä x on alaikäisiä

Valitse vaihtoehto... ▼



Olen tällä hetkellä

- ☐ Ansiotyössä
- ☐ Eläkkeellä
- ☐ Opiskelija
- ☐ Koululainen
- ☐ Työtön
- ☐ Työvapaalla (kuten vanhempainvapaa tai vuorotteluvapaa)
- ☐ Yrittäjä

Asumismuoto

- ☐ Kerrostaloasunto
- ☐ Omakotitalo
- ☐ Rivitalo



Asunnon hallintamuoto

- ☐ Omistus
- ☐ Asumisoikeus
- ☐ Vuokra
- ☐ Tuettu vuokra

Asuntoon muutettaessa:

- ☐ Olimme asunnon ensimmäiset asukkaat
- ☐ Asunnossa oli asunut muita ennen meitä

IMAGE 10. Demographics of the respondent



## 6.2 Motives to choose Saunalahti as a living environment

The question of motives to move to Saunalahti is divided into two questions (Image 11). The first question specifies where exactly the respondent wants to live. The categories are: In the capital region, in the west side of the capital region, in Espoo or in Saunalahti.

The question what motivates people to move to Saunalahti is an open field question, with no readymade suggestions available, this allows the answerer to reflect on their specific motives to move to Saunalahti.

The third question in this category specifies how long the respondent has lived in Saunalahti (from less than 1 year to over 10 years)



Saunalahden valitseminen  
asuinalueeksi

Valitessasi asuinaluetta ensisijainen kriteeri oli asua:

- ☐ Pääkaupunkiseudulla
- ☐ Pääkaupunkiseudun länsiosassa
- ☐ Espoossa
- ☐ Saunalahdessa

Mitkä olivat kolme päätekijää siihen, että juuri Saunalahti valikoitui asuinalueeksi?

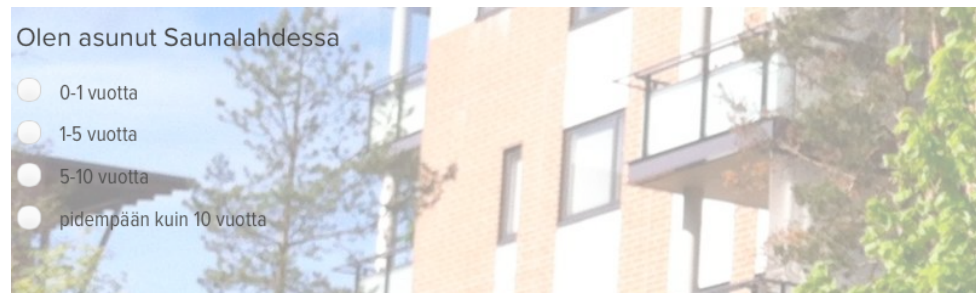


IMAGE 11. Motives to live in Saunalahti

### 6.3 Successes in planning and constructing Saunalahti

The question of successes in planning and constructing Saunalahti tries to find out the strengths of the area as a living environment (Image 12). The building base of the area is quite versatile which is regarded as a positive thing.

With this question we try to find out the existing strengths in the area so that they can be enforced in the future and on the other hand copied for other area development projects with the same profile. Also the question tries to find answers to what are the most valuable characteristics in the living environments of the inhabitants of Saunalahti.

The respondent is given 22 alternatives and extra three open field answers. The respondent needs to choose no more than 8 from these 25 options. The given possibilities are: appropriate price of housing, family/friends live in the area, development of the area, the future of the extension of the metro, good connections to the shopping mall, good services in the area, day care/ school nearby, good connections to work, recreational facilities nearby, safe environment for children, freedom to build a home that reflects ones personality, seafront is nearby, nature is nearby, the quietness of the area, urban like surroundings, rural like surroundings, private garden, big balcony, completely new living area, parking facility and its location, the area is valued, versatile urban

surrounding. Extra three open fields if the respondent wants to add their own answers that are not given. (Figure 13.)



## Parasta Saunalahdessa on

Voit valita alla olevista 8 sopivinta vaihtoehtoa jotka kuvaavat Saunalahden **hyviä puolia** asuinympäristönä

- ☐ Asumisen sopiva hinta
- ☐ Perhe/ystävät asuvat myös aluella
- ☐ Alueen kehitys
- ☐ Länsimetron tulevaisuus
- ☐ Hyvät yhteydet ostoskeskukseen
- ☐ Hyvät lähipalvelut
- ☐ Päiväkoti / koulu lähellä
- ☐ Hyvät yhteydet työpaikalle
- ☐ Harrastusmahdollisuudet lähellä

- ☐ Turvallinen asuinympäristö lapsille
- ☐ Vapaus rakentaa omannäköinen koti
- ☐ Merenrannan läheisyys
- ☐ Luonnon läheisyys
- ☐ Alueen rauhallisuus
- ☐ Kaupunkimainen ympäristö
- ☐ Maaseutumainen ympäristö
- ☐ Oma piha
- ☐ Iso parveke
- ☐ Kokonaan uusi asuinalue
- ☐ Autopaikka ja sen sijainti
- ☐ Alueen arvostus
- ☐ Monimuotoinen kaupunkirakenne
- ☐ Jokin muu, mikä

IMAGE 12. Best features in Saunalahti

#### 6.4 Weaknesses in planning and constructing Saunalahti

The area has been built rapidly and recently. The area is designed to be a typical modern residential area. This is on the other hand very positive as it meets the needs of modern living in many levels. However in contrast to organically constructed areas, which are building up slowly over decades, Saunalahti being constructed very quickly can have some aspects not included in the construction. With this question we try to find possible characteristics for further improvement.

The weaknesses in planning and constructing of Saunalahti the respondents are asked to specify what are the least pleasing elements of Saunalahti (Image 13). The respondents are given 20 alternatives and extra three open fields if none of the given answers satisfy the respondent. From these 23 answers the respondent picks 8 most suitable options reflecting his or her opinion.

The possible answers to the question of weaknesses of Saunalahti as a living environment are: the cost of housing is too high, family/friends live far away, development of the area, future of the extension of the metro, insufficient connections to the shopping mall, insufficient services in the area, day care/school is far away, insufficient connections to work, recreational areas are far away, unsafe surrounding for children, seafront nearby, nature nearby, the area is not quiet, urban like surrounding, rural like surrounding, private garden, big balcony, completely new living area, parking facility and its location, the nearby nature has shrunk too much. Extra three open fields if the respondent wants to add their own answers that are not given. (Figure 14.)



## Saunalahdesta puuttuu:

Voit valita alla olevista 8 sopivinta vaihtoehtoa, jotka kuvaavat Saunalahden **puutteita** asuinympäristönä

- ☐ Asumisen korkea hinta
- ☐ Perhe/ ystävät asuvat kaukana
- ☐ Alueen kehitys
- ☐ Länsimetron tulevaisuus
- ☐ Huonot yhteydet ostoskeskukseen
- ☐ Huonot lähipalvelut
- ☐ Päiväkoti / koulu kaukana
- ☐ Huonot yhteydet työpaikalle
- ☐ Harrastusmahdollisuudet kaukana

- ☐ Turvaton asuinympäristö lapsille
- ☐ Merenrannan läheisyys
- ☐ Luonnon läheisyys
- ☐ Alueen rauhattomuus
- ☐ Kaupunkimainen ympäristö
- ☐ Maaseutumainen ympäristö
- ☐ Iso piha
- ☐ Iso parveke
- ☐ Kokonaan uusi asuinalue
- ☐ Autopaikka ja sen sijainti
- ☐ Lähiluonto vähentynyt liikaa
- ☐ Jokin muu, mikä

IMAGE 13. What does Saunalahti not have

### 6.5 Services, shopping and recreation in Saunalahti

The question about services, shopping and recreation is divided into two. First the respondents are asked about the access to services, shopping and recreational facilities by car, bicycle, walking or with public

transportation and then they are asked about what kind of improvements the residents would prefer to services, shopping and recreational facilities of the area. (Image 14)

Palvelut, ostokset ja harrastaminen  
Saunalahdessa

Voit valita alla olevista useamman vaihtoehdon jokaiseen kysymykseen

Käyttämäni palvelut ovat helposti saavutettavissa

☐ Autolla

☐ Pyörällä

☐ Julkisilla kulkuvälineillä

☐ Kävelen

Lähimmät ostospaikat ovat helposti saavutettavissa

☐ Autolla

☐ Pyörällä

☐ Julkisilla kulkuvälineillä

☐ Kävelen

Käyttämäni harrastuspaikat ovat helposti saavutettavissa

☐ Autolla

☐ Pyörällä

☐ Julkisilla kulkuvälineillä

☐ Kävelen

Mitä palveluita, ostos- ja harrastuspaikkoja Saunalahdesta puuttuu?

IMAGE 14. How are services, shopping and recreational activities reached

## 6.6 Mobility in Saunalahti

The second question about mobility in Saunalahti is divided into two parts with questions on how safe it is to move around by different means of transport and how comfortable it is to do so. The means of transportation are driving, walking, commuting by public transportation and cycling. (Image 15)

The second part of the question about mobility in Saunalahti is an open-ended question about what kind of improvements should be made to make mobility more pleasant.

**Liikkuminen Saunalahdessa**

Alueella on:

Täysin erimielä Täysin samaa mieltä

	1	2	3	4	5	6
Turvallista kävellä	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Miellyttävää kävellä	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Turvallista pyöräillä	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Miellyttävää pyöräillä	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Turvallista autoilla	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Turvallista autoilla	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Miellyttävää autoilla	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toimiva julkinen liikenne	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Miellyttävä julkinen liikenne	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Mitkä liikkumista edistävät asiat tulisi muuttaa, jotta alueella liikkuminen olisi miellyttävämpää?

IMAGE 15. Mobility in Saunalahti

## 6.7 Parking in Saunalahti

The questions are divided into how many cars the respondents household has and what kind of ownership the answerer has to his/her parking facility. The possible answers are rented non specific parking space in a parking facility, rented specific parking space in a parking facility and ownership of a specific parking space in a parking facility. The respondents are also asked if they would find it useful to have storage space included in their parking facility. (Image 16)

The second question about parking concerns the willingness to pay about the maintenance of parking on a monthly basis. The respondents are also asked about a need to extra storage units attached to his/her parking facility. (Figure 17)



## Auton pysäköinti Saunalahdessa

Kuinka monta autoa taloudessanne on?

(valikosta puuttuu vaihtoehto 0 autoa, mikäli taloudessanne ei ole autoa, valitse 7, kyseinen valinta käsitellään tuloksessa autottomana taloutena)

Valitse vaihtoehto...

---

Automme ovat parkissa

(Useampi vaihtoehto on mahdollinen, mikäli taloudessa on enemmän kuin yksi auto)

☐ Osakeautopaikka

☐ Nimetty paikka pysäköintilaitoksessa

☐ Nimeämätön paikka pysäköintilaitoksessa

Autopaikan sopiva hinta on mielestäni kuukaudessa:

Valitse vaihtoehto...

Pysäköinnin yhteydessä oleva muu säilytystila olisi mielestäni tarpeellista

Valitse vaihtoehto...

IMAGE 16. Parking in Saunalahti

### 6.8 Phasing of construction in Saunalahti

The respondents are asked how satisfied they are with the phasing of construction in Saunalahti. The answers are in Licert scale from I fully disagree (1) to a fully agree (6). The questions are: the construction of Saunalahti has not affected the pleasantness of living in the area All street users are taken into consideration when building the streets. The schools and day care came to the area soon enough. Shopping facilities were

constructed soon enough, landscaping of the area was done soon enough. (Image 17)

The respondents are asked with an open ended question about what elements of phasing would have increased pleasantness of living in an unfinished environment. (Image 17)

Rakentamisen vaiheet Saunalahdessa

	Täysin erimielistä				Täysin samaamielistä	
	1	2	3	4	5	6
Alueen rakentuminen ei ole vaikuttanut asumisviihtyvyyteeni	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alueen tieverkosto on mitoitettu kaikille tienkäyttäjille sopivaksi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Koulut ja päiväkodit saatiin alueelle sopivan aikaisin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lähikauppa ja muut palvelut saatiin alueelle sopivan aikaisin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ympäristön maisemointi tehtiin tarpeeksi ajoissa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Asuinalue on ollut viihtyisä heti alueelle muutettuani	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mitkä rakentamiseen liittyvät tekijät olisivat parantaneet asumisviihtyvyyttä alueella?						

IMAGE 17. Phasing of construction in Saunalahti

## 6.9 Elements that would increase satisfaction in the Saunalahti neighbourhood

Cities and neighbourhoods are never finished. The best experts of development of the neighbourhoods are the users of the space. This

question tries to find out the most important improvements that the inhabitants would want to their neighbourhood to make it an even better environment to live in. (Figure 19)

The respondent is given 12 possible answers and 3 extra open ended possibilities to this question. The possible answers to the question of what would make Saunalahti an even more pleasant living environment are: art in public areas, more public playgrounds, more public sport facilities, street side shops, more parking spaces on the street, less parking spaces on the street, more efficient illumination of recreational routes, a public gathering space, an allotment, more restaurants, more cafés, a recycling point, better public transportation connections (where to?), better recreational connections (where to?), more public services (what kind of?), a laundry room, semi public sauna, and extra three open ended answers if none of the given answers are suitable. (Image 18)

## Saunalahden viihtyisyyttä lisäisi seuraavat tekijät:

Voit valita alla olevista sopivimmat vaihtoehdot jotka mielestäsi **lisäisivät Saunalahden viihtyisyyttä** asuinalueena

- ☐ Ympäristötaideteoksia
- ☐ Enemmän kaikille avoimia lähileikkipaikkoja
- ☐ Enemmän kaikille avoimia lähiliikuntapaikkoja
- ☐ Kivijalkakauppoja
- ☐ Enemmän kadunvarsipysäköintiä
- ☐ Vähemmän kadunvarsipysäköintiä
- ☐ Parempi valaistus ulkoilureiteillä
- ☐ Kaikille avoin kokoontumispaikka (kuten kerhotila)

- ☐ Viljelypalsta
- ☐ Lisää ravintoloita
- ☐ Lisää kahviloita
- ☐ Kierrätyspiste
- ☐ Paremmat julkisen liikenteen yhteydet, minne?

- ☐ Paremmat ulkoilureitti yhteydet, minne?

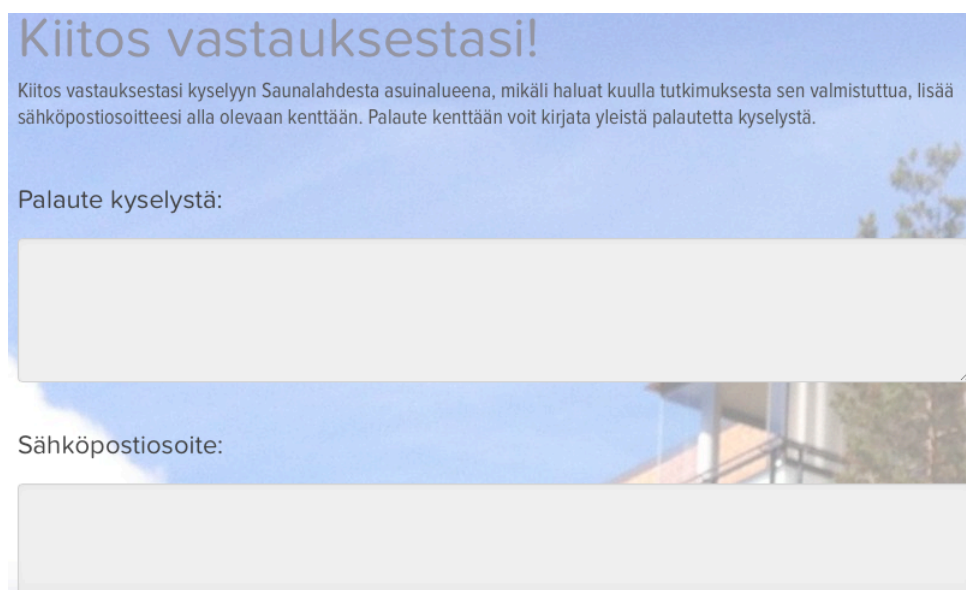
- ☐ Enemmän julkisia palveluita, mitä?

- ☐ Taloyhtiön pesutupa
- ☐ Taloyhtiön sauna
- ☐ Jokin muu, mikä

IMAGE 18. What would make Saunalahti even better

### 6.10 The end of the questionnaire

In the end of the questionnaire the respondents are thanked for using their time to answer the questionnaire and are asked if they would like to hear about the results of the survey once it is finished. (Image 19)



**Kiitos vastauksestasi!**

Kiitos vastauksestasi kyselyyn Saunalahdesta asuinalueena, mikäli haluat kuulla tutkimuksesta sen valmistuttua, lisää sähköpostiosoitteesi alla olevaan kenttään. Palaute kenttään voit kirjata yleistä palautetta kyselystä.

Palaute kyselystä:

Sähköpostiosoite:

IMAGE 19. Feedback on the survey

## 7 RESULTS

The questionnaire received 104 responses during June, July and August 2015. 90.7% of the respondents lived in Saunalahti, 9.3% did not live in Saunalahti. None of the answers were obligatory, without answering one question the respondents were allowed to continue to the next question.

### 7.1 Demographics of the respondents

76.5% of the respondents are women as 23.5% are men. All respondents are in the age between 13 and 70. 65.4% are in the age group of 25-45. 19.2% are in the age group of 46-60, 6.7% are 61-70, 5.8% are between 18-25 and 2.9% are 13-17. (Figure 2)

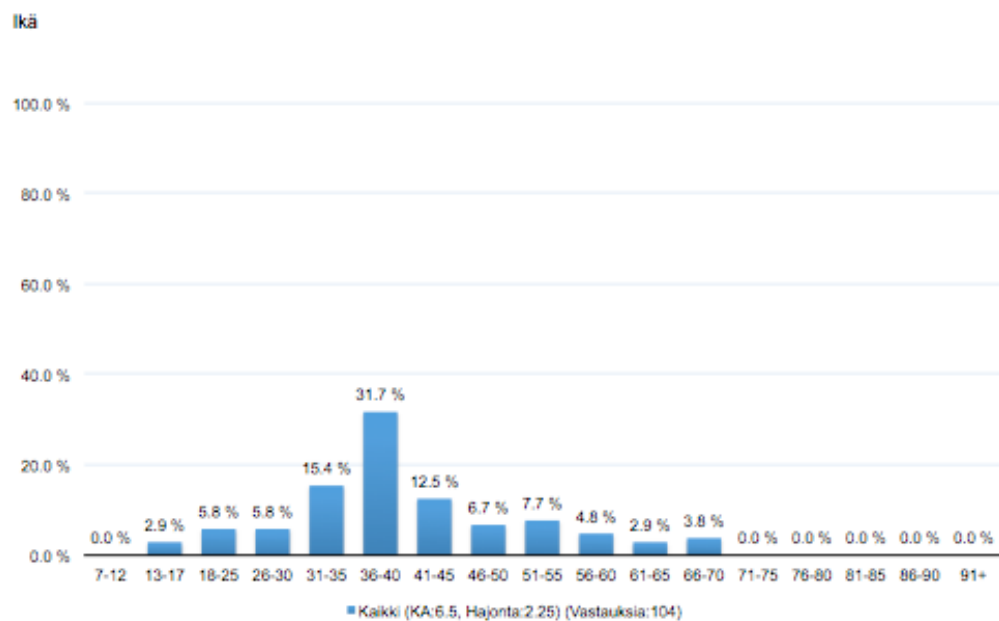


FIGURE 2. Age distribution of respondents



14.9 % of the respondents live in a single household, as 19.8 % live in a household that consists of 2 persons. Three people households are 21.8 % of the respondents. The majority, 28.7 %, live in a household of 4 persons. 5 persons households are 8.9% of the respondents and 5 % live in a household consistent of 6 persons. From all respondents 28.9 % are adults only households. 71.1 % have 1-4 underage children in their households.

58 % are employees, 17 % on family or job alternation leave, 10 % of the respondent are retired, 5 % students, 4 % entrepreneurs, 4 % unemployed and 2 % in school.

46.2 % of the respondents live in blocks of flats, 43.3 % in one family houses and 10.6 % in row houses. 66.7 % of the respondents live in housing owned by the household they are a part of, 17.6 % live on rented housing and 15.7 % in right of occupancy housing. 54.4 % moved to a newly finished housing as 45.6 % moved to housing that had already had previous occupants.

## 7.2 Reasons for choosing Saunalahti as a living environment

51 % choose Saunalahti as a living environment primary because it is located in Espoo. 16.3 % wanted to live primarily in western part of the Capital Region, 11.2 % choose Saunalahti because it is located in the Capital Region. 21.4 % chose Saunalahti primarily because it is specifically Saunalahti.

The respondents were asked about the top three reasons they choose Saunalahti as their living environment. The most references received the fact that the area is located in the seafront (32 references), secondly the fact that the area is well connected to other parts of the Capital Region was mentioned as a main motivation to live there (20 references). Third most references was received by the surrounding nature (19 references). Suitable housing possibilities were referred fourth most with 17 references. The quiteness or calmness of the area was a motive to move to the area

for 16 respondents, new housing was mentioned by 13. The new school was an important factor for choosing Saunalahti as a living environment for 12 respondents. Recreational possibilities was a motive of choosing Saunalahti for 11 respondents as well as Saunalahti being a already familiar place.

23.5 % of the respondents have lived in Saunalahti for less then one year. from 49 % 1-5 years, 14.3 % from 5 to 10 years and 13.3 % more than 10 years.

### 7.3 Best features of Saunalahti

Most responses to the question of best features of Saunalahti were the (1) location at sea front (83.5 % of responses) and the (2) nearby nature (83.5 % of responses), followed by the (3) peacefulness of the area (72.2 % of responses). (4) Safe environment for children to grow was valued high (58.8 % of all responses) and having a (5) school or day care center nearby was considered one of the best characteristics by 42.3 % of all respondents. (Figure 3.)

(6) Good connections to work were valued by many (36.1 %), (7) own yard was considered as one of the best characteristics by one third of the respondents (34 %), (8) that Saunalahti is generally considered a valuable area was important for one third of the respondents (29.9 %), (9) and Saunalahti being a completely new living environment was valued as one of the best features by one third as well 29,9 %. (10) Reasonable cost of living was valued (25.8 %), (11) as well as the overall development of the area(25.8 %). (Figure 3.)



Voit valita alla olevista 8 sopivinta vaihtoehtoa jotka kuvaavat Saunalahden hyviä puolia asuinympäristönä

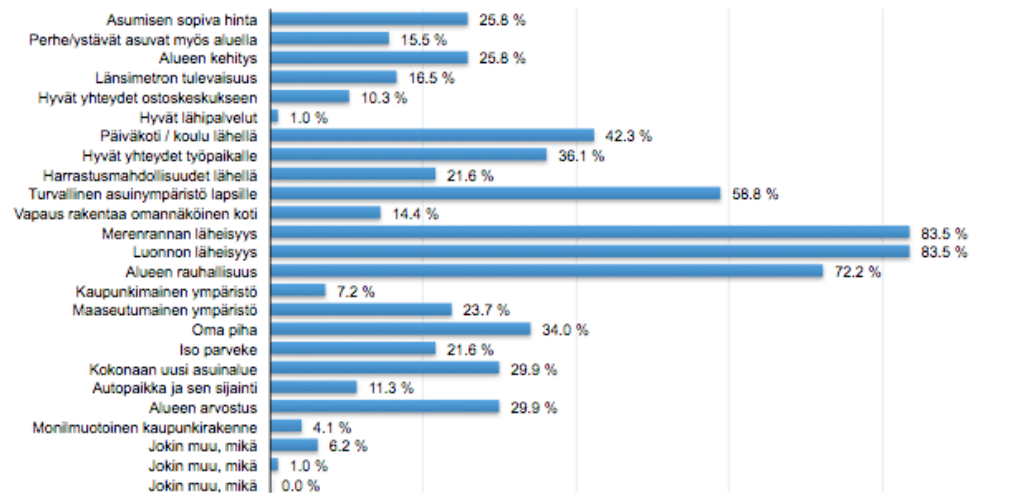


FIGURE 3. The best features of Saunalahti according to the respondents

#### 7.4 Worst features of Saunalahti

When asked about the worst features of Saunalahti nearly all respondents (93.6 %) answered (1) Poor level of services in the area as one of them. (2) poor connections to shopping facilities was named as such by 40.4 % of respondents. (3) Recreational possibilities far away was named by 39.4 % of all respondents (4) the nearby nature is seen to be too much demolished by 36.2 % of respondents. (5) The cost of living was considered to be too high by one third of respondents (30.9 %) and (6) family and friends living too far away was seen to be one of the worst features by 27.7 % of respondents. (Figure 4)

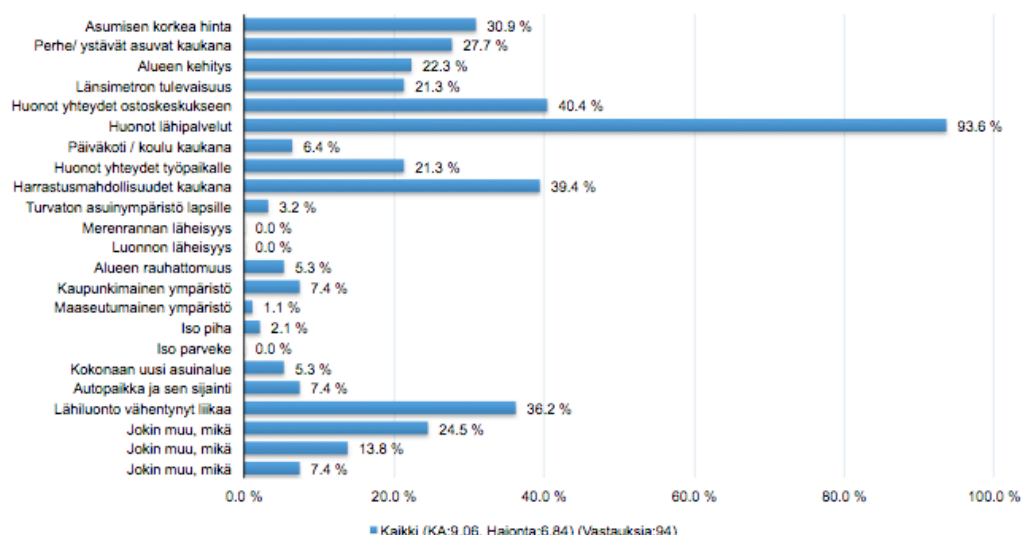


FIGURE 4. The worst features of Saunalahti according to the respondents

## 7.5 Features that would increase satisfaction in the area

When asked about the features that would increase satisfaction in living in Saunalahti (1) more cafés was named by 73.1 % of all respondents, (2) better connections by public transportation by 68.3 %, (3) street side shops was seen a good way to increase satisfaction in the area by 57 %, (4) and open for all exercise places by 52.7 % of respondents, (5) recycling point was seen as a good development as nearly a half of all respondents (46.2 %), (6) more restaurants was as well a feature that was seen to be a feature that would increase satisfaction in living in the area (44.1 %). (Figure 5)

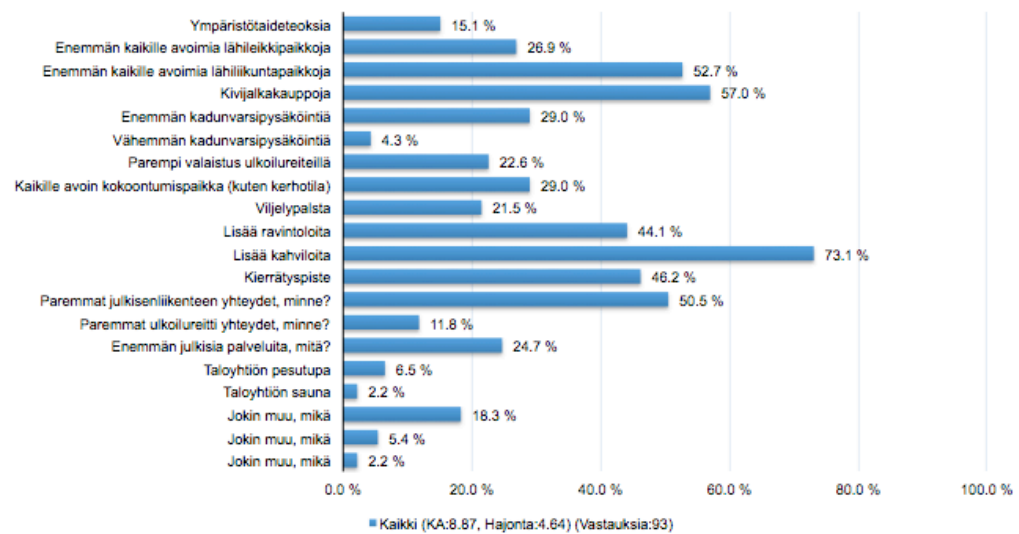


FIGURE 5. Elements that would increase satisfaction in living in Saunalahti according to the respondents

## 7.6 Mobility in Saunalahti

The questions of mobility are asked in three different ways during the questionnaire. First the respondents are asked which activities are accessible on which mode of transportation. Then they are asked to evaluate the pleasantness and safety of each mode of transportation. Finally the respondents are asked to describe characteristics that would increase safety and pleasantness of mobility in the area.

34.4 % of the respondents found the road network to be suitable for all road users. 47.4 % found the road network to be mostly suitable for all road users and 18.3 % found the road network to be unsuitable for all road users.

In the following subchapters when referring to answers finding the surroundings "pleasant", it refers to answers 5 and 6 on scale of 1 fully disagree to 6 fully agree, when referring to "somewhat pleasant" it refers

to answers 4 and 3 and when referring to "unpleasant" it means the answers 1 and 2 on scale from 1 to 6. Also when referring to "safe" it means the answers 5 and 6, when to "somewhat safe" it refers to 3 and 4 and when referring to answerers who replied "unsafe" it means the respondents have chosen 1 or 2 on Likert scale of 1 to 6.

#### 7.6.1 Driving in Saunalahti

87.4 % found that the services and shops were easily accessible by car, when asked about the accessibility of recreational activities 84.9 % found them to be accessible by car.

75 % found Saunalahti to be a pleasant surrounding to drive, 22.9 % found the area to be somewhat pleasant and 2.2 % found Saunalahti to be an unpleasant surrounding for driving.

When asked about the safety of driving in Saunalahti 81.7 % of the respondents found the area to be safe by car, 17.2 % found Saunalahti to be somewhat safe by car and 1.1 % that Saunalahti is an unsafe surrounding for cars.

#### 7.6.2 Using public transportation in Saunalahti

About 30 % found that services and shopping are easily accessible by public transport, when asked about the accessibility of recreational activities with public transportation 24.7 % found them to be easily accessible.

35.5 % of respondents agreed with the claim that Saunalahti has a functioning public transportation system, 40.6 % somewhat agreed with the statement and 23.9 % found Saunalahti's public transportation system to be unfunctional.

When asked about the pleasantness of the public transportation in Saunalahti 38.6 % found it to be pleasant, 44.8 % found it to be somewhat

pleasant and 16.6 % found the public transportation to be unpleasant in Saunalahti.

### 7.6.3 Cycling in Saunalahti

20 % found shopping and services to be easily accessible by bicycle, when asked about accessibility of recreational activities on bike 22,6 % found them to be easily accessible.

93.6 % found cycling to be more pleasant than unpleasant in Saunalahti when 6.5 % found cycling to be more unpleasant than pleasant. 92.6 % of respondents found cycling in Saunalahti to be more safe than unsafe, 7.4 % found cycling to be more unpleasant than pleasant in the area.

### 7.6.4 Walking in Saunalahti

8.4 % found shopping and services easily accessible walking, when asked about accessibility of recreational activities on foot 16.1 % found these activities easily accessible.

93.2 % agreed with the claim that Saunalahti is more safe than unsafe environment to walk, when 7.3 % found Saunalahti to be more unsafe than safe. When asked about how pleasant environment Saunalahti is on foot 95.8 found the area to be more pleasant than unpleasant to walk and 4.3 % found Saunalahti more unpleasant than pleasant to walk.

## 7.7 Ideas for further development of mobility in Saunalahti

This question was an open-ended question and the feedback was quite versatile. The most repeated issue in further developing mobility in Saunalahti concerns the bus connections. Especially a fast connection to Helsinki is not functioning sufficiently enough and the bus lines that do exist do not have a functional rotation, also the connections to Espoo town centres do not exist. Second most concern is that driving speed is considered being too fast on specific roads such as Salakuljettajantie and

Vanha Saunalahdentie. On the other hand some respondents found the driveways to be too narrow and stopping busses block the road too often. Many respondents wanted to further develop pedestrian and cycling conditions. The construction sites and the rerouting of traffic because of them seemed to be not sufficient enough.

## 7.8 Parking in Saunalahti

40.9 % of all respondents' households had one car in the households use. 35.5 % of the respondents had two cars in their household and 9.7 % had three cars in the use of their household. 14 % of all respondents had no cars in the use of their household.

67.8 % had a separately bought parking space. 32.2 % of the respondents had a parking space specifically marked for their use only in a parking facility or area. 5.1 % had a permission to park in a parking facility without a specific marked slot.

27.1 % of all respondents were not willing to pay a separate fee for parking, 37.1 % found 10 € to be a good price for parking per month, 20 % found the correct price to be 20 € and 8.6 % were willing to pay 30 € per month, 4.3 % found the correct price of parking to be 50 € per month.

60.6 % of all respondents found it practical and useful that a parking facility would also have space for other storage in the same unit, when 39.4 % found it not to be useful.

### 7.8.1 Phasing of construction in Saunalahti

Saunalahti has been built rapidly, mostly during the last decade and the impacts on the quality of living have at some points been overwhelming. The respondents were mostly very understanding about the noise and other discomforts caused by the construction work. The respondents wished that the finalisation of constructing of roads and recreational areas should be done as soon as possible. Most of the criticism towards phasing

of construction was targeted to the late arrival of commercial services such as the supermarket, which is still under construction.

28.7 % of the respondents did not find the construction of the area to have influenced in their satisfaction of living in the area. 51.1 % found the construction to have had some impact in the satisfaction of living in Saunalahti and 19.9 % found the construction to have impacted their satisfaction in living in Saunalahti a lot.

One of the most important characteristics of the area is the school building. 37.1 % of respondents found the construction of the school to have been conducted soon enough, 43.8 % thought the school was not finished quite early enough and 19.1 % thought the school was built too late.

2.2 % agreed with the proposition that the supermarket and other services were constructed early enough, 7.6 % thought that services and the supermarket were constructed a little bit too late and 90.3 % fully disagreed fit the statement that the supermarket and other services were constructed early enough.

14.3 % fully agreed with the statement that landscaping in Saunalahti was done early enough. 62.7 % somewhat agreed with the claim that the landscaping was done early enough and 23.1 % found that the landscaping in Saunalahti was not done soon enough.

45.8 % fully agreed with the claim that the area has been pleasant all the time, 40.5 % found the statement to be somewhat true and 13.8 % found the claim to be untrue.

When asked about the elements that would have or would increase satisfaction in the area concerning phasing of the construction most replies concerned the earlier arrival of services especially the supermarket. Second most replies was received by the concern that too much of the nature is demolished from the way of constructing more housing and the unfinished road work. Third most remarks came for the concern that too

much is being built and the landscaping and finishing of the recreational routes. Fourth most replies were given to the concern that the school and day care facilities are not large enough. Rest of the answers did not receive more than one or two replies.



## 8 CONCLUSIONS

The respondents taking part in the survey about their living environment and its development in Saunalahti seemed to be fairly likeminded about the best as well as the worst features of their living environment. The image of the area in the minds of its inhabitants is clear. The best features are also fairly similar to the image the real estate agents are advertising when selling apartments in this area. Also the most necessary developing ideas are discussed in this chapter as well as possible clashes between the different groups of inhabitants.

The results of the survey were internally consistent as the answerers understood the different questions that were constructed to measure the consistency in the same way and answered the same way in both questions.

### 8.1 Image of Saunalahti

The respondents seemed to be in the same opinion about the best and most appealing characteristics of Saunalahti. The area thrives from the nearby sea and from the surrounding nature. It is a family-friendly area with a physically active and family-oriented lifestyle. Using nature as a source of recreation and relaxation is important for the residents of Saunalahti.

Saunalahti is surrounded by nature and the sea, yet it is closely connected to the businesses of Espoo and Helsinki. The calmness and quietness of the area attracts people in their peak years. Saunalahti makes it possible for parents to lead a career and the children to have a safe and independent surrounding for growing up.

The surrounding nature and especially the sea are used actively for recreational activities. Even though the area has been recently developed into a somewhat urban area with blocks of flats and services nearby, the nature is seen by the residents as an important part of Saunalahti, and

especially the built recreational routes are in daily use of the residents as well as people living nearby.

Saunalahti offers only a limited number of working places, and therefore the connections to other parts of the capital region are vital and considered to be one of the best features of the area. The connections to other parts of the capital region by car are seen to be fast and efficient, the connections by public transportation are seen to be somewhat unfinished and further development is needed to make public transportation a possible option for more people living in the area.

Calmness of the area was named third most as a reason for moving to Saunalahti. The area is located so that even though it is easily reached near the motorway, it is not an area where there is a lot of drive through traffic. The calmness of the area can be seen as coming from either that, or the lack of services. The nearest commercial services are located a few kilometres away and all of the street life so far in the area is focused on recreational activities and enjoying the nature.

## 8.2 Developing Saunalahti further

According to the respondents, Saunalahti should be further developed to a more urban like area in the future. The inhabitants would like to see more slow paced life on the streets. Four out of six ideas for further developing the area consisted of making the area livelier. Many of the suggestions on how to develop mobility in the area were concentrated in developing the area to be more pedestrian friendly. The answers varied from separating all modes of transportation from one another to slowing down the cars in the area.

The connections by public transportation between urban centres should be developed so that the distances between work and home would decrease. Even though there are already some connections from Saunalahti to the other parts of the capital region, they are not seen to be efficient enough. The routes circle through other neighbourhoods and are therefore slow.

The western extension of the metro that will be finished by the end of 2020's is a possible solution for the development of the public transportation system but in that case extra attention should be granted to the transit solutions from Saunalahti to Kivenlahti, three kilometres away, where the nearest metro station will be located. With the metro extension the business areas in Matinkylä, Tapiola and Helsinki city centre are easily accessible also from Saunalahti. The areas of Espoo centre and Leppävaara are on the other hand enroute the train network. The nearest train station to Saunalahti is Kauklahti, which is located also three kilometres from Saunalahti. The cycling routes and bus connections to Kauklahti should be of high priority when planning mobility of the inhabitants of Saunalahti.

Developing mobility inside Saunalahti should have a heavy emphasis on walkability. All development after the basic infrastructure is finished should be in making the area as pleasant to walk as possible. One of the best ways to make walking more enjoyable is to separate the cycling paths from the pedestrian zones. Other important elements are the illumination of walkways and the winter maintenance of the pedestrian zones.

Most of the critic in the study came about the lack of services. The supermarket is under construction but also other services should be directed to the area as soon as possible. The respondents found the most needed services to be a cash withdraw machine and a point for reloading the public transportation card. A communal house or space would be a good addition in the services of the area. A place where unofficial meetings can be held and a place where the future residents' association could meet and other activities of non-commercial base could be held, perhaps the Bastvik manor could be such a venue?

The nearby nature is the most important characteristic in Saunalahti according to the study. The further development of the area should also be focused on this, it being so important to the inhabitants of the area. A plan for preservation of forested areas should be openly available for the inhabitants and also open for discussion. The recreational routes and

parks should be finalised as soon as possible and an idea workshop on how to make the sea more accessible for enjoying should be held together with the planners of the area and the inhabitants.

### 8.3 Possible clashes between interest groups

There is a group of inhabitants who have lived in Saunalahti already for decades and their living environment has changed rapidly and dramatically during the past years. There is a chance that these inhabitants do not feel at home in their newly constructed living environment. It is important to find out what the most valuable characteristics and actual places for this interest group are and try to find out what elements that have changed in the area please them especially, otherwise there is a risk of a conflict between the old and the new inhabitants.

The second possible clash between the two interest groups is the dog owners and families with small children. The key of success in pleasing both parties is to develop a sufficient amount of dog runs that are good in quality so that not only the pets but also the owners find them pleasant. The second factor is to build a network of public bins to the areas where people walk their dogs, so that cleaning up after the dog is made as easy as possible.

The third possible clash could happen with people using cars as a primary transportation and people who use other means of transportation. This clash is most likely to happen either along the passage routes or near the school. The passage routes could be transformed into slower roads by building bumps on the roads or creating cycling lanes alongside the road. This would increase satisfaction in walking, due to all the users of the pedestrian zone having on average the same speed and the cyclists on the road would narrow the road and the drivers would not falsely feel safe when driving too fast. Secondly the school should be encouraged to educate the pupils' parents about not using the family car in bringing their children to school, but instead guide the children to walk or take the bike to

school. This would both increase children's independent mobility and increase safety around the school in the mornings and afternoons.

The cost of parking seems to be divided amongst all residents, also the ones not owning cars. This might be a problem in the future, if more residents decide to go car free and realise they are paying for other people's preferences. At the moment all inhabitants are paying for the parking as the car owners are thought to pay too little for parking and therefore all inhabitants pay for it even though the cost is hidden in general costs of maintenance or in the price of the flat.

The fourth possible clash could come between the youth that live in the area and the elderly inhabitants. The youth should be provided with sufficient amount of places to gather both indoors and outdoors and the activities should be available for all groups. When the youth have enough activities and places to meet, the feel of young people loitering is decreased in other inhabitant groups especially those who do not have youth in their closest circles and therefore find it difficult to understand their doings.

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## APPENDICES